

## Intimations.

### THORNE'S

OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

### SCOTCH WHISKY.

PER DOZEN .....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 793

THE HONGKONG PHILHARMONIC SOCIETY.

### A CONCERT

will be given in the CITY HALL,

on WEDNESDAY, 15th MAY, 1907, at 8.15 P.M.

ITEMS:—The 'MILLERS' VOICING' for Chorus and Orchestra, Paraphrase for Two Pianos. Quartet for Piano, 2 Strings, etc.

Tickets, Price \$2.00, to be obtained from THE ROBINSON PIANO CO., LTD. Hongkong, May 1, 1907. 788

### NOTICE.

HONGKONG AND WHAMPOA DOCK CO., LTD.

MR. ROBERT MITCHELL has this Day ASSUMED CHARGE of the Company as ACTING CHIEF MANAGER during the Absence on leave of Mr. W. WILSON, or until further notice. By Order of the Board of Directors. H. P. WHITE, Chairman. Hongkong, May 9, 1907. 838

### SEE WOO

TAILOR, DRAPER AND OUTFITTER.

HAS REMOVED to new premises, 14, QUEEN'S ROAD CENTRAL. Hongkong, January 28, 1907. 116

## Business Notices.

### W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY.

OFFICES & STORES: No. 20, CONNAUGHT ROAD

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,260 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,935 tons, Captain B. Branch.  
s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).  
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

#### Hongkong-Macao Line.

s.s. SUI-LAN, 1,631 tons, Captain E. H. Gaudin.

s.s. SUI-TAI, 1,631 tons, Captain G. P. Morrison.

Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAIYAN, 538 tons, Captain J. Wilton.

s.s. NANNING, 538 tons, Captain A. McKinnon (at Dock).

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Horse Mansions, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## Business Notices.

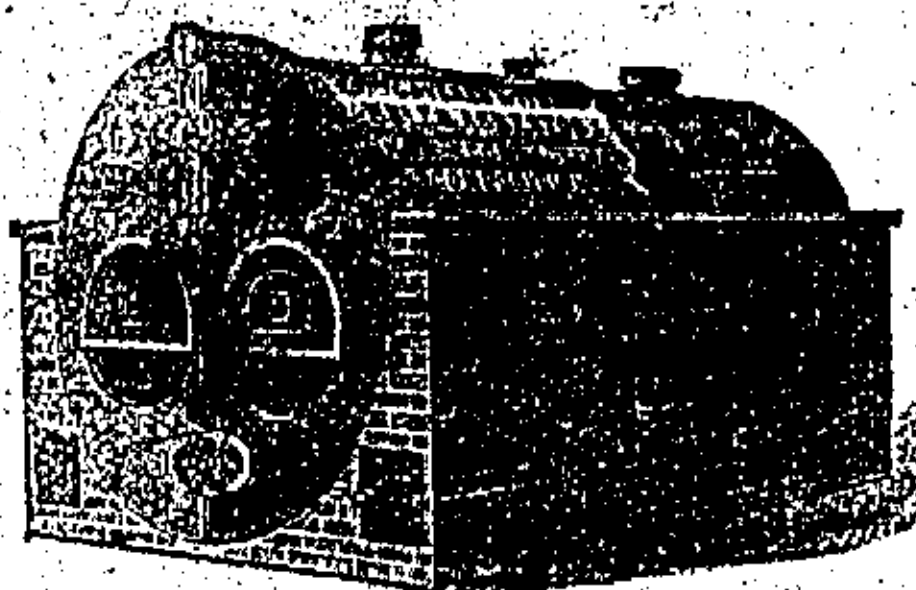
### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

HAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

### LANE, CRAWFORD & CO.

SPECIAL VALUE

IN

### ZEPHYR PRINT SHIRTS

BEST QUALITY. FAST COLOURS.

\$19.50 HALF DOZEN.

COLOURED FLANNEL SHIRTS WITH COLLARS TO MATCH.

WASHING TIES, etc.

LANE, CRAWFORD & Co. 2040

Hongkong, May 4, 1907.

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS. H. HAYNES, Manager.

### OCCIDENTAL HOTEL

KOWLOON.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.

ELECTRIC LIGHT and FANS THROUGHOUT.

Bathroom attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarding, Apply to E. G. JORDAN, Manager.

### BALTIMORE HOTEL

HONGKONG.

MANAGED ON AMERICAN PLAN.

Being in the Business center of the town is the FAVORITE HOTEL with visitors from Manila.

Terms Moderate.

TABLE UNDER DIRECT EUROPEAN SUPERVISION.

Special Terms for Families and Parties. Apply to E. G. JORDAN, Manager. Hongkong, March 7, 1907. 425

### DUTCH CIGARS

in Boxes of 50.

MOST ENJOYABLE SMOKES FOR DAMP SEASON.

### MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

Warden Smoking Mixture. Imperial Cigarettes.

### VICTORIA DISPENSARY.

### MEE CHEUNG.

ART PHOTOGRAPHER.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF

H.E. SIR MATTHEW NATHAN'S FAREWELL (COPYRIGHT).

AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1781

### PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

A. LING & Co.,

FURNITURE STORE

HAVE THIS DAY

REMOVED TO

No. 19, QUEEN'S ROAD CENTRAL,

(Kowloon Road).

Hongkong, February 1, 1907. 252

### CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO

THE MANAGER.

### JUST LANDED.

### SPARKLING DEVONSHIRE CHAMPAGNE CIDER.

FOR RAGINESS AND SALUBRITY PREFERRED TO CHAMPAGNE.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

16, QUEEN'S ROAD CENTRAL.

## 'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN SCOTLAND.

CITY ANALYST'S LABORATORY,

138, BATH STREET,

GLASGOW, 21st JANUARY, 1907.

### MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Herely certify that I have taken samples of every vatting of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set-up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, PH. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow, and the Counties of Lanark and Renfrew, &c.

'EVERY JUDGE OF WHISKY WILL CONFIRM THIS.'

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

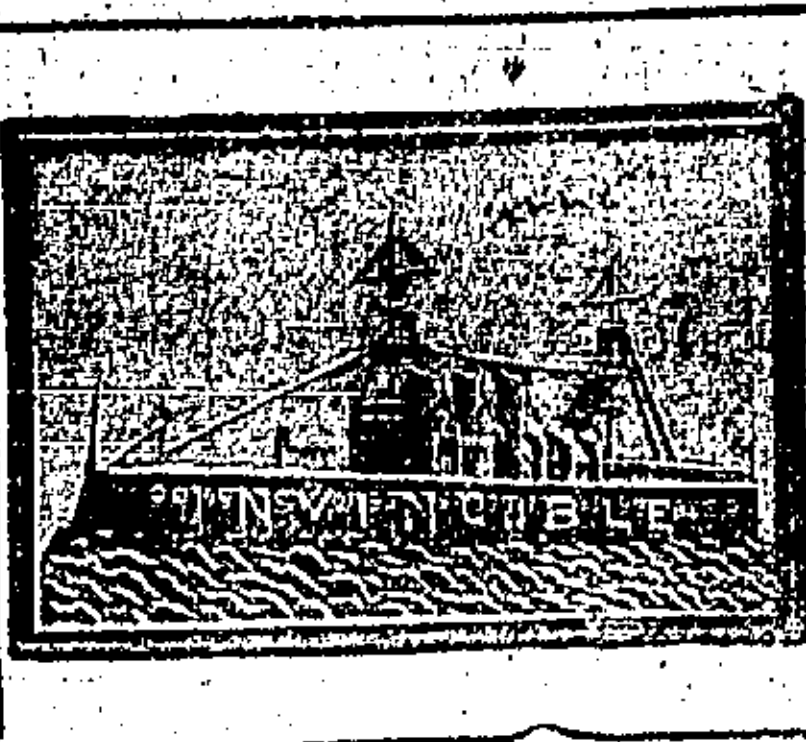
LANE, CRAWFORD & CO.







**GEO. ANGUS & CO.,**  
LIMITED,  
ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.  
Oak Tanned Leather Belting,  
Link Belting, Raw Hide Belting,  
Raw Hide Cords, &c.  
CANVAS HOSE, COTTON BELTING,  
HAIR BELTING.  
WORKS—BENTHAM, LANCASTER.



Also the Original  
**ADMIRALTY QUALITY INDIA**  
**RUBBER SHEET** (Invaluable Brand)  
THE "RED ANGUS" SHEET.  
All Genuine Goods stamped with  
our Trade Mark.  
Agencies in Colombo, Bombay,  
Rangoon, Shanghai, &c.

**To Let.**  
**TO LET.**  
WITH immediate possession, No. 11,  
HUMPHREYS AVENUE,  
Kowloon.  
Apply on the PREMISES.  
Hongkong, May 11, 1907. 652

**TO LET.**  
AN UNFURNISHED HOUSE, in  
QUEEN'S GARDENS, with a fine view  
of the Harbour.  
Tennis Court if desired.  
Apply to  
DENISON, RAM & GIBBS,  
Beaconsfield Arcade.  
Hongkong, May 10, 1907. 845

**TO LET.**  
NO. 2, STEWART TERRACE.  
Furnished, for Six Months.  
Apply to  
F. PAGET HETT,  
39, 41 and 43, Des Voeux Road.  
Hongkong, May 9, 1907. 839

**TO LET.**  
HARPERVILLE, GARDEN ROAD,  
6 Rooms with Tennis Court and  
detached Servants' Quarters. Possession  
from 1st Jan., 1907.  
Apply to  
PERCY SMITH & SETH,  
Accountants, Auditors, &c.,  
5, Queen's Road Central.  
Hongkong, January 18, 1906. 81

**TO LET.**  
"DARTMOOR"  
CONDUIT ROAD.  
NOW in the occupation of Dr. HASTON.  
Six Excellent Rooms and Servants' Quar-  
ters, etc. Very suitable for bachelor mess.  
PERCY SMITH & SETH,  
5, Queen's Road Central.  
Hongkong, May 4, 1907. 813

**TO LET.**  
FURNISHED OR UNFURNISHED.  
2 LARGE COOL AND AIRY ROOMS  
with VERANDAH and BATH-ROOM.  
FINE VIEW OF HARBOUR AND PEAK. 3  
minutes from Clock Tower.  
Apply to  
Care of "CHINA MAIL" Office.  
Hongkong, May 4, 1907. 806

**TO LET.**  
POSSESSION FROM 1ST APRIL NEXT.  
2 SEMI-ATTACHED HOUSES, Nos.  
138 and 139, MACDONNELL ROAD,  
Each with 7 Rooms, Bath-Rooms, Kitchen,  
Servants' Quarters and Grass Tennis Court.  
Apply to  
CHUNG CHI NAM,  
Yan On M. & F. Insurance Co., Ltd.,  
Hongkong, March 1, 1907. 391

**TO LET—(WELL FURNISHED).**  
BIRNAM BRAE, CONDUIT ROAD.  
EIGHT-ROOMED HOUSE—Billiard Room,  
with full-size Table, 3 Bath-rooms,  
Drying Room, Store-room and Pantry—  
Good Tennis Lawn, Electric Light and  
Bells, and a Telephone.  
Apply to  
Care of "CHINA MAIL" Office.  
Hongkong, March 19, 1907. 39

**TO LET.**  
NO. 8, GRANVILLE AVENUE  
Kowloon.  
Apply to  
HUMPHREYS ESTATE & FINANCE  
CO., LTD.  
Hongkong, March 17, 1907. 490

**TO LET.**  
GROUND FLOOR of No. 4, Des Voeux  
Road including a Strong Room and  
Servants' Quarters.  
ROOMS on Second Floor of Victoria  
Building, No. 6, Queen's Road Central,  
suitable for Offices.  
No. 3, PRINCESS HILL, comprising 5  
Rooms with out-houses, occupation from 1st  
proximo.  
Apply to  
DAVID SASSOON & Co., Ltd.,  
Hongkong, April 26, 1907. 760

**TO LET.**  
NO. 143, PEAK, MAGAZINE GAR. A  
6-Roomed House. Low Rental.  
Apply to  
ARMED RUMJAHN,  
2, Pedder Street.  
Hongkong, April 20, 1907. 722

**TO LET.**  
FAIRVIEW, No. 1, Robinson Road,  
cheerfully situated immediately below  
Sir PAUL CHAMBERLAIN'S Mansion, containing  
Six Commodious Rooms with Verandah  
and Large Halls, has a commanding view  
of the Harbour, is in the healthiest  
location and has a small front garden.  
Possession can be had from 1st June.  
Apply to  
DAVID SASSOON & Co., Ltd.,  
Hongkong, April 26, 1907. 759

**TO LET.**  
NO. 38, CAINE ROAD, 2ND FLOOR,  
12, QUEEN'S ROAD CENTRAL.  
GREENROOF, GARDEN ROAD, Kow-  
loon. Redecorated, Electric Light, Tennis  
Court.  
No. 1, FAIRVIEW, ROBINSON ROAD,  
Kowloon.  
Apply to  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, February 19, 1907. 25

**MIYAKO HOTEL,**  
KYOTO, JAPAN.  
A NEW AND STRICTLY FIRST-CLASS HOTEL. 2181

**DINNEFORD'S**  
The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Bour Eructations, Bilious Affections,  
&c.  
**DINNEFORD'S**  
**MAGNESIA**  
Safest and most  
Effective Aperient  
Regular Use.

**JOHN OAKLEY & SONS**  
WELLINGTON EMERY & BLACK LEAD MILLS, LONDON.  
EMERY  
EMERY GLASS BLACK  
CLOTH PAPER LEAD  
WELLINGTON KNIFE POLISH.  
JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS LONDON."

**To Let.**  
**TO LET.**  
FURNISHED HOUSE, at Kowloon.  
For particulars, apply to  
G. P. LAMBERT,  
Daddell Street.  
Hongkong, April 22, 1907. 728

**TO LET.**  
NO. 2, HOLLYWOOD ROAD.  
51, POTTINGER STREET. Imme-  
diate Possession.  
Apply to  
ARKATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, April 4, 1907. 389

**TO LET.**  
"QUARNDON" the Peak, from 1st  
May. Furnished or Unfurnished.  
Apply, by letter, R. HEMMINGS,  
c/o HONGKONG HOTEL.  
Hongkong, April 2, 1907. 613

**TO LET.**  
OFFICES in ALEXANDRA BUILD-  
INGS.  
Apply to  
A. S. WATSON & Co., Ltd.,  
Hongkong, April 22, 1907. 730

**TO LET.**  
TWO FOUR-ROOMED HOUSES, at  
PRATA EAST, near East Point.  
Apply to  
JARDINE, MATHESON & CO.  
Hongkong, January 3, 1907. 13

**TO LET.**  
NO. 1, WEST END TERRACE, SHA-  
MPOO, KANTON.  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, May 1, 1907. 19

**TO LET.**  
FROM 1ST JULY.  
LARGE and Spacious GODOWNS Nos.  
9, 9A, 9B, 9C and 10, PRATA EAST,  
at present in the occupation of the Ad-  
miralty.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, May 1, 1907. 744

**TO LET.**  
REDUCED RENT.  
THE SUMMER HOUSE, Mount  
KELLY. CHEAP. Immediate  
possession.  
Apply to  
PERCY SMITH & SETH,  
5, Queen's Road Central.  
Hongkong, March 7, 1907. 430

**TO LET.**  
NOS. 3 and 4, OBSERVATORY VIL-  
LAS, Kowloon. Moderate Rental.  
Tennis Court and Electric Lights.  
Apply to  
ARKATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, May 1, 1907. 621

**TO LET.**  
"SUMMERVILLE," No. 157, WANGCHAI  
ROAD, A Three-Storeyed European  
House with 6 Rooms, Bath-rooms, Kitchen  
and Servants' Quarters, large front and  
side Verandahs, with full view of Harbour  
and the Colony. The house is situated in  
a European locality and is very healthy.  
For further particulars, apply to  
Care of "CHINA MAIL" Office,  
155, WANGCHAI ROAD.  
Hongkong, April 6, 1907. 639

**To Let.**  
**TO LET.**  
DEACONSFIELD ARCADE, Fine  
Shops, Offices and Dwelling Rooms.  
15, QUEEN'S ROAD CENTRAL, Top Floor  
(over Oldfield, Macgregor & Co.)  
BELLIOS TERRACE HOUSES, Ro-  
man Road.  
GLENWOOD, CAINE ROAD, suitable for  
a Boarding House or Club, contains 26  
Rooms. This property would be divided  
into 2 or more houses to suit tenants.  
Small BUNGALOW containing Furnish-  
ed Room with Bath and Dressing-rooms  
Kitchen, &c. Close to BARRAS ROAD Tram  
Station, suitable for one or two bachelors.  
No. 8, BELLIOS TERRACE, Corner  
House, let now.  
WELLBURN, No. 81, Peak. 6 Rooms  
and Tennis Court.  
Apply to  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Bldg. 39.  
Hongkong, April 12, 1907. 1718

**TO BE LET FURNISHED.—**  
"SLEMISH."  
NO. 101, MOUNT GOUGH, The Peak.  
From April next.  
Apply to  
J. HASTINGS,  
38, Queen's Road Central.  
Hongkong, February 8, 1907. 269

**TO LET.**  
A HOUSE in KNUITSFORD TER-  
RACE, KOWLOON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, May 1, 1906. 20

**TO LET ON LEASE.**  
FROM 1ST JANUARY, 1907.  
NOS. 6, 8, 10, 12 and 14, HOLLY-  
WOOD ROAD.  
Nos. 1, 2, 3, 4 and 5, SUN-WAI LANE.  
Apply to  
ARKATON V. APCAR & CO.,  
45 Wyndham Street.  
Hongkong, October 24, 1906. 27

**TO LET.**  
A HOUSE in WONG NEI CHONG  
ROAD.  
OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWNS on PRATA EAST.  
A HOUSE in CLIFTON GARDENS  
Conduit Road.  
FLATS in MORETON TERRACE.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, May 1, 1907. 24

**THE REVENUE OF CHINA.**  
A SERIES OF ARTICLES  
Reprinted from "The China Mail,"  
WITH AN APPENDIX  
To be had at the Office of THE PRESS,  
8, Queen's Road Central.  
Price 60 Cents

**REMINISCENCES OF INTERPORT  
CRICKET.**  
By J. A. L.  
Reprinted from the "CHINA MAIL" in  
Pamphlet Form.  
To be had at the "CHINA MAIL" Office,  
8, Queen's Road Central.  
Price ... .. 50 Cents

minerals and organic matter, called magma,  
sliding through and around the foot-hills,  
resembling streams of ink solidified. Here  
are rocks aqueous and igneous, rocks splin-  
tered and twisted and showings of grit-  
stones, conglomerates, shales, slates and  
syonite basalt.

Here, too, are streams poisoned with  
copper, salts, arsenic and soda, and vast  
beds of sand and gypsum, covered with an  
alkaline crust, and dry lakes white as snow,  
on whose face the sand lies fine as dust.  
The weird solitude, the great silence, the  
grim desolation, the waste places and  
barren deserts occurred and forsaken of  
man, abandoned to the horned head, the  
tarantula and the snake, terrify the  
soul and raise a barrier to exploration.  
The only drinking water to be found over  
an area of hundreds of miles is in rock  
depressions and in holes here and there in  
the mountains where the rain has collected  
in natural tanks hidden from solar rays and  
partially protected from evaporation.  
But there are seasons when for years no  
rain falls and then in this arid zone pen-  
insular furnace the air is burning, the sand  
is as hot as volcanic ash, and the silence  
like unto that which was when God said  
"Let there be light."

The deserts of this mysterious land are  
regions of sand where earth and sky form  
a circle as distinct as that marked by a sweep  
of the compass. Into this desolation of  
sterility and solitude man enters at his  
peril, for here the deadly horned rattle-  
snake, the white scorpion, thirst and  
sweatless heat invite him to his ruin and  
offer a constant menace to life.

But I would not have you think that all  
Baja, California is a waste of desolation,  
or that the antheum of sterility has  
withered the entire country. As we near  
the south-western coast the plains begin  
to shed more vegetation. The palo verde,  
the mesquite, the giant sequoia and  
many varieties of the cereus family  
appear. In the coast borders of the East  
the land is still more covered with mesquite  
brush, above which looms plenteously the  
columnar palmetto. The mesas or table  
lands of sand have here and there bunch  
and grama grasses. Here as we climb  
the mountains we meet scrub oak and  
cedar, tall as the elevation of six thousand  
feet, we enter the pine lands.

Owing to the peculiar structure of the  
river beds which run through loose quar-  
ternary deposits, the water which flows  
down the mountain sides during a rainy  
season disappears in the porous earth,  
converging to form an underground channel,  
after following its course underground  
and flowing for miles, comes again to the  
surface, where the older formation rises or  
is crossed by a dyke forming a natural  
dam. Owing to the clearness of the  
atmosphere and the absence of foreign  
substances in the air the water is of a  
crystal purity and of a delicious taste.

Small BUNGALOW containing Furnish-  
ed Room with Bath and Dressing-rooms  
Kitchen, &c. Close to BARRAS ROAD Tram  
Station, suitable for one or two bachelors.  
No. 8, BELLIOS TERRACE, Corner  
House, let now.  
WELLBURN, No. 81, Peak. 6 Rooms  
and Tennis Court.  
Apply to  
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3rd Floor, Alexandra Bldg. 39.  
Hongkong, April 12, 1907. 1718

**TO BE LET FURNISHED.—**  
"SLEMISH."  
NO. 101, MOUNT GOUGH, The Peak.  
From April next.  
Apply to  
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Hongkong, February 8, 1907. 269

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A HOUSE in KNUITSFORD TER-  
RACE, KOWLOON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, May 1, 1906. 20

**TO LET ON LEASE.**  
FROM 1ST JANUARY, 1907.  
NOS. 6, 8, 10, 12 and 14, HOLLY-  
WOOD ROAD.  
Nos. 1, 2, 3, 4 and 5, SUN-WAI LANE.  
Apply to  
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Hongkong, October 24, 1906. 27

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A HOUSE in WONG NEI CHONG  
ROAD.  
OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWNS on PRATA EAST.  
A HOUSE in CLIFTON GARDENS  
Conduit Road.  
FLATS in MORETON TERRACE.  
Apply to  
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MENT & AGENCY CO., LTD.  
Hongkong, May 1, 1907. 24

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8, Queen's Road Central.  
Price ... .. 50 Cents

**PEAK TRAMWAYS COMPANY,  
LIMITED.**  
TIME TABLE  
WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.

His Britannic Majesty's Ships on the China Station.

| Name.     | Class.                 | Tons.  | Guns. | H.P.   | Captain.                        | Last reported to |
|-----------|------------------------|--------|-------|--------|---------------------------------|------------------|
| Alcester* | despatch-boat          | 1700   | 12    | 3000   | Comdr. E. La T. Leatham         | Japan            |
| Antrea    | cruiser, 2nd class     | 4380   | 10    | 1000   | Captain S. L. Vaughan Lee       | Shanghai         |
| Brilliant | cruiser, 1st class     | 9700   | —     | —      | —                               | Shanghai         |
| Brantley  | river gunboat          | 710    | 2     | 900    | Lieut. Comdr. Davidson          | Hongkong         |
| Brionmont | river gunboat          | 710    | 2     | 900    | Lieut. Comdr. Bamber            | Yangtze          |
| Cadmus    | ship                   | 1070   | 6     | 1400   | Comdr. B. L. Majendri           | Philippines      |
| Cherub    | water tank and tug     | 380    | —     | —      | —                               | Hongkong         |
| Clio      | ship                   | 1070   | 6     | 1400   | Comdr. O. D. S. Raikes          | Yangtze          |
| Fame      | torpedo boat destroyer | 360    | 6     | 2700   | Lieut. Comdr. Grasson           | Amoy             |
| Fane      | cruiser, 2nd class     | 4380   | 10    | 7000   | Capt. Grant Dalton              | Amoy             |
| Fane      | torpedo boat destroyer | 275    | 6     | 4000   | Lieut. Comdr. W. H. Darwell     | Amoy             |
| Fane      | torpedo boat destroyer | 275    | 6     | 4000   | Lieut. Comdr. Dickens           | Hongkong         |
| Fane      | cruiser, 1st class     | 9600   | 14    | 22,000 | Capt. De Honay                  | Shanghai         |
| Fane      | cruiser, 1st class     | 14,000 | 14    | 30,000 | Capt. Cecil V. Thurnby, R.N.    | Hongkong         |
| Fane      | cruiser, 1st class     | 9800   | —     | —      | Capt. A. J. Tuke                | Yangtze          |
| Fane      | river gunboat          | 180    | 2     | 800    | Lt. Comr. R. E. Vaughan         | Japan            |
| Fane      | torpedo boat destroyer | 350    | 6     | 6300   | Lieut. Comdr. J. Kiddle         | West River       |
| Fane      | river gunboat          | 85     | 2     | 240    | Lt. Comdr. J. Riddle            | Amoy             |
| Fane      | river gunboat          | 85     | 2     | 240    | Lt. Comdr. C. C. Walcott        | West River       |
| Fane      | river gunboat          | 85     | 2     | 240    | Lt. Comdr. Thibault             | Yangtze          |
| Fane      | torpedo boat destroyer | 250    | 6     | 6500   | Lt. Comdr. Tennyson             | Hongkong         |
| Fane      | torpedo boat destroyer | 4500   | 6     | —      | Commodore Williams              | Hongkong         |
| Fane      | torpedo boat destroyer | 180    | 2     | 800    | Lt. Comdr. Godfrey              | Yangtze          |
| Fane      | torpedo boat destroyer | 710    | 2     | 900    | Lieut. Comdr. West              | Shanghai         |
| Fane      | torpedo boat destroyer | 555    | 6     | 6300   | Lieut. Comdr. Stevenson         | Amoy             |
| Fane      | torpedo boat destroyer | 825    | 6     | 6500   | Comdr. R. W. Gleason            | Hongkong         |
| Fane      | torpedo boat destroyer | 135    | 2     | 800    | Lieut. Comr. Cox                | Amoy             |
| Fane      | torpedo boat destroyer | 150    | 2     | 600    | Lieut. Comr. G. B. Spicer, R.N. | Upper Yangtze    |
| Fane      | torpedo boat destroyer | 150    | 2     | 600    | Lieut. Comr. Todd               | Upper Yangtze    |
| Fane      | torpedo boat destroyer | 150    | 2     | 600    | Lieut. Comr. Jan. F. Knox       | Upper Yangtze    |

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station

| Name.                 | Flag and Description.        | Tons.  | Guns. | H.P.   | Captains.                   |                |
|-----------------------|------------------------------|--------|-------|--------|-----------------------------|----------------|
| Kaiser Franz Joseph I | Austro-Hungarian cruiser     | 4309   | 19    | 9000   | Capt. Wilhelm Pachter       | Hongkong       |
| Achelon               | French armoured cruiser      | 1798   | 10    | 1700   | Lieut. Ferret               | Haiphong       |
| Adour                 | French receiving-ship        | 3000   | —     | —      | Lieut. Morle                | Haiphong,      |
| Alger                 | French cruiser               | 123    | —     | —      | Capt. Fournier              | Salon          |
| Alouette              | torpedo-boat                 | 123    | —     | 500    | Commodore Kerihuel          | Cape St. James |
| Argus                 | French gunboat               | 150    | —     | 150    | Lieut. Jannet               | Canton         |
| Arcturion             | French gunboat               | 645    | 10    | 1000   | Lieut. Huo                  | Salon          |
| Arcturion             | French cruiser               | 11,242 | 14    | 16,000 | Lieut. L'Est                | Chetoo         |
| Arcturion             | French cruiser               | 3885   | 14    | 6000   | Capt. Tacon                 | Hongkong       |
| Arcturion             | French armoured cruiser      | 10,014 | 16    | 20,000 | Capt. Amel                  | Salon          |
| Arcturion             | French sub-marine            | 303    | 7     | 6300   | Lieut. Coquelin             | Salon          |
| Arcturion             | French destroyer             | 360    | 7     | 303    | Lieut. Garreau              | Hongkong       |
| Arcturion             | French destroyer             | 3676   | 38    | 20,200 | Lieut. Saint-Sauve          | Salon          |
| Arcturion             | French cruiser               | 9700   | —     | —      | Captain Rieux               | Salon          |
| Arcturion             | French gunboat               | 300    | 6     | 308    | Lieut. Fortier              | Kobe           |
| Arcturion             | French gunboat               | 307    | 7     | 300    | Lieut. Gervais              | Salon          |
| Arcturion             | French gunboat               | 1250   | 6     | 1200   | Commodore Simon             | Salon          |
| Arcturion             | French sub-marine            | 307    | 6     | 300    | Lieut. Armbruster           | Salon          |
| Arcturion             | French cruiser               | 9700   | 12    | 10,600 | Capt. Martel                | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lieut. du Chemin            | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Capt. Grélier               | Canton         |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lieut. Leclercq             | Tientsin       |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lieut. de Belnach Werth     | Hongkong       |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lieut. Gloriot              | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lt. Vincent de Brighignas   | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Reserve                     | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lieut. Lepail               | Hongkong       |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Capt. Dupuis                | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Capt. Terquem               | Salon          |
| Arcturion             | French gunboat               | 307    | 6     | 300    | Lieut. Brignon              | Hongkong       |
| Arcturion             | German flag-ship             | 10,000 | 18    | 14,000 | Captain Wilken              | Kantschow      |
| Arcturion             | German gunboat               | 600    | 10    | 1300   | Comdr. Kiesel               | Tientsin       |
| Arcturion             | German gunboat               | 600    | 10    | 1300   | Comdr. Count von P. Wobner  | Tientsin       |
| Arcturion             | German cruiser               | 3260   | 10    | 1300   | Comdr. von Rottkirk Paulsen | Tientsin       |
| Arcturion             | German gunboat               | 960    | 10    | 1344   | Comdr. Bilkert              | Bangkok        |
| Arcturion             | German gunboat               | 2000   | —     | —      | Capt. Wischke               | Amoy           |
| Arcturion             | German cruiser               | 400    | —     | —      | Lieut. Jakobi               | Tientsin       |
| Arcturion             | German torpedo-boat          | 280    | —     | —      | Lieut. Koss                 | Tientsin       |
| Arcturion             | German torpedo-boat          | 600    | 10    | 1300   | Comdr. von Koss             | Japan          |
| Arcturion             | German gunboat               | 223    | 6     | 1800   | Capt. Lieut. Fort ch        | Salon          |
| Arcturion             | German river gunboat         | 223    | 3     | 500    | Capt. Lieut. Tonsant        | Yangtze River  |
| Arcturion             | German river gunboat         | 223    | 3     | 500    | Lieut. Alf. Fischer         | Yangtze River  |
| Arcturion             | Italian cruiser              | 3000   | —     | —      | Capt. Mancro                | Salon          |
| Arcturion             | Italian cruiser              | 2300   | 10    | 7471   | Captain Bora Ricci          | Shanghai       |
| Arcturion             | Italian cruiser              | 2800   | —     | —      | Capt. Presbitero            | Shanghai       |
| Arcturion             | Italian cruiser              | 2498   | 29    | 7000   | Capt. Pescetto              | Hongkong       |
| Arcturion             | Italian cruiser              | 2145   | —     | —      | Baron de Saint Pierre       | Hongkong       |
| Arcturion             | Portuguese cruiser           | 1860   | 14    | 4000   | Captain d'Antas Ribeiro     | Hongkong       |
| Arcturion             | Portuguese gunboat           | 720    | —     | —      | Captain Moderes             | Hongkong       |
| Arcturion             | U. S. gunboat                | 420    | 7     | 8000   | Ensign A. K. Shoup          | Philippines    |
| Arcturion             | U. S. torpedo-boat destroyer | 4600   | —     | —      | Lieut. Woodward             | Japan          |
| Arcturion             | U. S. cruiser                | 420    | 7     | 8000   | Capt. Bargoast              | Manila         |
| Arcturion             | U. S. torpedo-boat destroyer | 420    | 7     | 8000   | Lieut. Irwin                | Hongkong       |
| Arcturion             | U. S. gunboat                | 600    | 10    | 808    | Ensign Gray Wilcox          | Canton         |
| Arcturion             | U. S. gunboat                | 3100   | 25    | 4500   | Commodore Alex. Sharp       | Manila         |
| Arcturion             | U. S. cruiser                | 420    | 7     | 8000   | Lieut. E. P. Jessop         | Manila         |
| Arcturion             | U. S. torpedo-boat destroyer | 3513   | 10    | 7000   | Comdr. Quinby               | Manila         |
| Arcturion             | U. S. cruiser                | 13,500 | —     | —      | Capt. S. Stanton            | Philippines    |
| Arcturion             | U. S. battleship             | 420    | 7     | 8000   | Comdr. O. J. Boush          | Manila         |
| Arcturion             | U. S. gunboat                | 420    | 7     | 8000   | Reserve                     | Manila         |
| Arcturion             | U. S. torpedo-boat destroyer | 420    | 7     | 8000   | Reserve                     | Manila         |
| Arcturion             | U. S. gunboat                | 420    | 10    | 8000   | Lt. Comdr. H. Rodman        | Philippines    |
| Arcturion             | U. S. battleship             | 13,500 | —     | —      | Capt. T. R. McClean         | Manila         |
| Arcturion             | U. S. battleship             | 13,500 | —     | —      | Capt. B. R. Ingersoll       | Manila         |
| Arcturion             | U. S. monitor                | 8990   | 6     | 3000   | Comdr. W. F. Coffin         | Manila         |
| Arcturion             | U. S. battleship             | 12,000 | —     | —      | Captain Logan               | Yokohama       |
| Arcturion             | U. S. gunboat                | 201    | 3     | 250    | Ensign J. W. Hayward        | Canton         |
| Arcturion             | U. S. gunboat                | 201    | 3     | 250    | Capt. A. B. Reed            | Canton         |
| Arcturion             | U. S. gunboat                | 650    | —     | —      | Comdr. Stettdahl            | Hongkong       |
| Arcturion             | U. S. gunboat                | 4000   | 14    | —      | Lieut. C. R. Train          | Manila         |
| Arcturion             | U. S. cruiser                | 5213   | 18    | 7600   | Comdr. J. C. Gilmore        | Hongkong       |
| Arcturion             | U. S. cruiser                | 13,600 | —     | —      | Capt. F. F. Fletcher        | Manila         |
| Arcturion             | U. S. flag-ship              | 347    | 3     | 600    | Capt. Arnold                | Shanghai       |
| Arcturion             | U. S. gunboat                | 1379   | 9     | 1884   | Lieut. F. L. Finney         | Manila         |
| Arcturion             | U. S. gunboat                | 12,000 | 60    | 12,000 | Commander W. J. Rodgers     | Manila         |
| Arcturion             | U. S. battleship             | 12,000 | 60    | 12,000 | Captain Franklin J. Drake   | Manila         |



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Hongkong, April 27, 1907.

DEATHS.  
DAVIDSON CHAIR.—On March 6, 1907,  
at Johannesburg, South Africa, Amy  
Jane, the beloved wife of Robert Davidson  
Chair, of the Chinese Consulate Staff.  
On April 5, at the residence of her hus-  
band 360, Marlboro' Road, Boston, Mass.,  
OLIVER ROBERTS, the wife of John Graeme  
Furdon, formerly of Canton and Shanghai,  
after a long illness patiently and nobly  
borne.

MEMOS FOR TO-MORROW.  
Miscellaneous.  
Goods per Nubia not cleared at 4 p.m.  
on this date subject to rent.

General Memoranda.

WEDNESDAY, May 15.—

9.15 p.m.—Concert at City Hall.

THURSDAY, May 16.—

Goods per Hongkong Maru undelivered  
after Noon on this date will be landed.

Goods per Gienan undelivered after  
this date subject to rent.

FRIDAY, May 17.—

11 a.m.—Auction of Steam Launch Hung  
Yick, on Board, at Causeway Bay.

Noon—Auction of Goodwill, Stock-in-  
Trade, &c., at No. 17, Queen's Road  
Central.

2.30 p.m.—Auction of Japanese Curious,  
&c., at Messrs Hughes & Hough's  
Sales Rooms.

SATURDAY, May 18.—

2.30 p.m.—Auction of Household Furni-  
ture, &c., at No. 2, Kimberley Villas,  
Kowloon.

MONDAY, May 20.—

Goods per Oceanic undelivered after this  
date at Noon will be subject to rent  
and landing charges.

WEDNESDAY, May 22.—

10 a.m.—Auction of Sundry Naval and  
Victualing Stores, at H. M. Naval  
Yard.

FRIDAY, May 24.—

Noon—Meeting of The Hongkong and  
Shanghai Banking Corporation, at the  
City Hall.

## The China Mail.

HONGKONG, MONDAY, MAY 13, 1907.

MEDICAL MISSIONS.

Quite unreservedly we can endorse all the complimentary things said at the Missionary Conference at Shanghai in regard to medical missions. Differences of opinion may fairly exist as to the desirableness of general mission work in China. There are those, with whom we disagree, but who, we concede, are fully entitled to their own opinion, who declare that the effect of unsettling Chinese religious beliefs is in no wise beneficial. They point that, though this number of missionaries has increased vastly, there has not been a corresponding increase of converts. Into this argument we are in no way disposed to enter at the present time. Despite all the critics can say the missionaries are in China and there they will stay. Consequently any argument in regard to the usefulness of their work is mere beating of the wind. But in regard to medical missions there can be no two opinions. Since the Medical Missionary Society of China was founded in 1838 by Dr Parker the work done by those devoted professional men who have laboured among the stricken and ailing in China has given a page to history of which Christian nations may well feel proud. This noble work in the inception and progress of which the name of Dr W. Lockhart will be forever associated, has done more to improve the relations between Chinese and foreigners than any other agency. This was recognised fully by Sir Harry Parkes, who knew more of China than any of his contemporaries, more perhaps than any foreigner who lived before or since. Dr Lockhart established a free hospital in Peking in 1861 and although at that time anti-foreign feeling was acute in the northern capital over 30,000 patients were treated in two years. Sir Harry Parkes, who was then Consul-General at Shanghai wrote to Dr Lockhart on May 10, 1862: "I have felt the greatest interest in your proceedings at Peking and see with thankfulness the marvellous extent to which your work has been blessed. The political good which your proceedings must have will be very great and your mission will achieve more than the Diplomatic in impressing the masses of Peking in our favour. Your hospital look upon as the most marked incident in our relations with China that has occurred since the signing of the last Treaty, and most sincerely do I pray you may go on and prosper." Lockhart's work did prosper—at the end of his twenty-five years' labour in China he not only knew that medical missions were flourishing

in many parts of the Empire but that the majority of the Chinese were cordially appreciative of the unselfish efforts being made on their behalf. Since the time of Lockhart the work has increased vastly and even in far Moulken the medical missionary is to be found engaged in his labour of love and duty. Those who would think twice before contributing to the funds of the missions which have the spiritual salvation of the Chinese solely in view need not hesitate to give freely to the medical missions. The medical missionary is relieving the sufferings of unfortunate fellow creatures and that is a work that we should all be eager and proud to assist. Also on the lower ground of self interest we should assist them. As Sir Harry Parkes observed they are unwittingly doing valuable political work and political work of a kind which reacts most beneficially upon commerce.

If there is one place in the world where an anti-gambling crusade is unnecessary it must surely be Kangaroo Island, Australia. That is, judged by the amount of speculation caused by a recent race meeting there. The day's investments in the totalisator totalled about £49 15s. The tote was a 5s machine, and £12 was invested on the Trial Stakes, the winning dividend being 8s. But in the Hurdle Race, only three tickets were issued, and as they were all on the winner, the club deducted 10 per cent., and declared a dividend of 4s 6d. According to an exchange, the next was a better betting event, 27 15s being taken, and the 5s dividend was 18s 6d, whilst in the succeeding race 29 10s was invested, and a return of 10s 3d was made. There were only three starters in the Pony Race, and the investments amounted to 25s, but as the winner was not backed, the money was returned minus the 10 per cent. commission. The sixth race resulted in a dead-heat, and as each horse was backed to the extent of 15 tickets in a 29 machine a dividend of 5s 3d was declared. The final event attracted five starters, but nothing was invested in the machine. The commission amounted to £4 19s 6d, and of that sum the Government claimed £1 4s 10 3/4, so that the club received £3 14s 7 3/4, but out of that amount they had to pay the two operators and provide the tickets, whilst it cost them £2 1s to get a totalisator licence. The record is unique in the history of the totalisator.

Time is credited with being able to heal most things. In some countries it might, but in Hongkong the atmosphere seems to be against it, at all events so far as exchange is concerned. Just as people cry to-day against the iniquities of unstable currency so the voice rose in the wilderness as far away back as sixty-two years ago. The grievance was not the same then as it is now—but one difference is that then they handled a dollar worth over four shillings whilst now it is a record if 2/4d. is topped. Here is an extract from the China Mail, of May 1, 1845, which should be of great interest. "The Mail of to-day contains several important Government Notifications. The one regarding the Currency is the most immediately interesting, but we have great hesitation in approaching the subject, regarding it as one encompassed with difficulties, about which men much more competent than ourselves to form an opinion differ. The necessity for a legalised currency of fixed value has always been felt in this Colony; but it is questionable how far the present measure will remedy the evil. A little time will show what effect (if any) it will have upon mercantile transactions; but to servants of Government it will be a decided advantage; since it will secure payment of their salaries in dollars at four shillings and twopence, and rupees at one shilling and ten pence, while the treasury will demand ground rents and other revenues at the same under-value. It remains to be seen whether legislation will suffice to sustain at their nominal value the depreciated silver coins current in England, which the soldier and labourer here may be compelled to receive in payment of their services. But it is beyond the power of our Government to force such coins upon the Chinese merchants; and so long as they choose to give an advantageous value to the Spanish dollar, it will be impossible to compel them, or those who have transactions with them, to take the Mexican at par. But the

grand error seems to be, in legalising the Dollars and Rupees as a tender for British coin at a fixed exchange value, instead of that which they intrinsically bear. On consulting the assays published by the best authorities we find the intrinsic value of the different coins to be as follows, viz:—

|                                  | Standard. |
|----------------------------------|-----------|
| The shilling, present mintage... | 11. 27d.  |
| Company's Rupee                  | 31. 1d.   |
| Mexican Dollar                   | 52. 28d.  |
| Spanish Dollar                   | 51. 79d.  |

If, therefore, Government must introduce English Currency and British coin, and make the shilling assume the value of twelve-pence then the rupee ought to reckon at 24d or say two shillings, and the Mexican Dollar ought to pass current at 55.66d. or say 54 pence, being in other words four shillings and sixpence, which after all undervalues the rupee a halfpenny, and the dollar in a still greater proportion. It may be thought that we assume too high a value for the dollar, but if the depreciated British silver coinage is to be the standard, we cannot see how any other conclusion is to be arrived at. At present it is a nonentity and there is an absurdity in ordaining that certain foreign coins should respectively be worth four shillings and twopence and one shilling and twopence where shillings and pence are unknown, and convey no idea of value."

## LOCAL AND COAST NEWS.

General Booth of the Salvation Army arrived at Osaka on May 4, and was to stay for four days.

H.E. Chao Eri-sen has selected a position between the West gate and the railway station for the foreign settlement in Mukden.

The news is confirmed that a large number of Revolutionaries in Anhui province is being supplied with arms. The Governor has instructed special deputies to arrest them.

The Waiwupa has communicated with the Russian Minister that H.E. Chu Hung-shi has been appointed Minister Plenipotentiary for the Russo-Chinese Treaty and H.E. Su Chia-lai associate Minister of the same.

Mr Frederick C. Churchill, of Ione, Amador County, California, writes to Hongkong looking for his wife, Mrs Francis Maria Churchill, her maiden name being Francis Maria Rooney. The lady left New York in the fall of 1903 and it is thought that she may be in Hongkong. She is now 53 years of age.

The American National Red Cross reports that a total of \$250,000 gold in money or flour has been sent by Americans to the Chinese Famine Fund. Among the contributions were 7,500 bushels of seed wheat. The Government donated the use of the Transport "Huford," to convey the supplies.

Viceroy Hsu Shih-chang has received the sanction of the Throne to appropriate three million taels for Manchurian administration, which are procurable from the indemnity, and in consequence the Grand Council has instructed the Shanghai Tsotai to prepare the said sum within four months and to deliver it to the Hupu Bank.

## A Poverty-Stricken Woman.

A Chinese woman, who was charged with attempted suicide, pleaded that she took an overdose of opium because her husband had been out of work for some time and that she had felt the pinch of poverty. Mr F. A. Hazeland discharged her with a caution.

## A "Horse" Thief.

An Indian constable perpetuated an unconscious joke at the Magistrate's office, when he charged a coolie with stealing a horse. He told Mr Orme (the Magistrate) that the coolie, with the horse under his arm, ran down a lane. The look of surprise on Mr Orme's face changed to one of amusement when he found that the Indian meant a clothes-horse.

## Burglars or Incendiaries?

The occupants of 36 Upper Station Street, Hongkong, reported to the police on Sunday that an attempt had been made to set fire to their house. A rag saturated with kerosene and a small tin of the same oil was found beneath the staircase, but after investigating the police arrived at the conclusion that it was a case of attempted burglary and that an attempt had been made to burn a hole through the wooden wall in order to open the door.

## "MAKE HAY WHILE THE SUN SHINES."

THERE is a lesson in the work of the thrifty farmer. He knows that the bright sunshine may last but a day and he prepares for the showers which are so likely to follow. So it should be with every household. Dysentery, diarrhoea, and camp colic may attack some member of the home without warning. Chamberlain's Colic, Cholera and Diarrhoea Remedy, which is the best known medicine for these diseases, should always be kept at hand, as immediate treatment is necessary, and delay may prove fatal. For sale by all chemists and druggists.

## BY TELEGRAPH.

### AMERICA'S WHEAT.

Large Shortage Expected.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, May 11.

There is great excitement in the wheat market in America, owing to a rise of three cents per bushel, due to an expected shortage of 90,000,000 bushels of the winter wheat, which is equal to 20 per cent. of the whole output.

### TROUBLE IN INDIA.

Stringent Precautions Taken.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, May 13.

An "extraordinary" of the Simla Gazette has been issued in which public meetings are prohibited in certain areas in Eastern Bengal and the Punjab unless the authorities are given a week's written notice.

### PEKING SCANDALS.

A Settlement Effected.

(From Our Correspondent.)

PEKING, May 13.

The bribery scandals involving Prince Ching, Tsai Chen and Tsan Chih Kuei have been settled, the only one punished being Wan Chu Lin, who created a disturbance.

### ANOTHER LOAN.

Money from France.

(From Our Correspondent.)

PEKING, May 13.

The Chinese Minister at Brussels has been instructed to sign an agreement for a loan of 16,000,000 francs for the building of the Pienlo railway.

### THE NANCHANG MASSACRE.

The Indemnity.

(From Our Correspondent.)

SHANGHAI, May 13.

An instalment of Tael 119,532, of the indemnity being paid by China for the Nanchang Massacre, was paid yesterday to the French Consul, through the Tsotai.

### A REFORMER.

Sun Yat Sen in China.

(From Our Correspondent.)

SHANGHAI, May 13.

It is reported that Sun Yat Sen, the Reformer, who was expelled from Japan, has returned to China.

The Chinkiang Tsotai has been instructed to take precautions against disturbances.

### OPIMUM DENS.

To be Closed at Foochow.

(From Our Correspondent.)

SHANGHAI, May 13.

On the 11th day of this moon the opium dens at Foochow are to be closed. The gentry and literati are holding a celebration.

The small schooner "Taring," left the harbour on Sunday morning flying the British flag, and bound for Yap. She will probably be back again in Hongkong in three or four months' time.

The two small river steamers—store-wheelers—built by Messrs George Fenwick and Company for French Indo-China left yesterday for Haiphong. When these vessels were launched a short description of them appeared in our columns.



## BY TELEGRAPH.

## SPAIN'S HEIR.

## A Robust Blonde Boy.

## Great Rejoicings.

(Exclusive Service, supplied by Reuters, via Bombay.)

When Marshal Lopez Dominguez (Premier of Spain) opened the doors of the Queen's apartment at Madrid at 12.45 yesterday and announced to the courtiers present that a Prince had been born he was greeted with cries of "Viva!"

The condition of both Queen and Prince is most satisfactory.

The Prince is blonde in complexion and has a robust frame.

Crowds of people assembled outside the Palace, and the cheering was deafening.

There is great rejoicing throughout Spain.

[REUTERS'S SERVICE.]

## SPAIN.

LONDON, May 10.

The Queen of Spain has given birth to a son.

## PRINCE FUSHIMI.

## The Guildhall Coronation.

LONDON, May 10.

The Aldershot review, in honour of Prince Fushimi, was cancelled on account of bad weather.

To-day Prince Fushimi drove in state to receive an address in the Guildhall, which was festooned with Japanese and British flags.

The streets were everywhere decorated with Japanese flags and crowded with people.

The weather was bright with sunshine.

The company at the Guildhall included the Prince and Princess of Wales, the Duke and Duchess of Connaught, Sir Edward Grey, Sir Charles Hardinge and Lord Fitzmaurice.

When the royal procession entered the Guildhall, the choir of the military school sang the Japanese anthem in Japanese.

Prince Fushimi in reply to the address expressed his gratitude for the hearty reception he had received.

After the address the Prince took luncheon at the Mansion House.

## Foreign Office Banquet.

LONDON, May 11.

Sir Edward gave a banquet to Prince Fushimi at the Foreign Office, at which there was a distinguished gathering.

Sir Edward Grey, in toasting Prince Fushimi, praised the patriotism and public spirit of the Japanese and said that the object of the removal of the alliance, two years ago, was not to injure others but to secure stability and peace.

He trusted that this, our object, was recognised by all interested in the Far East.

Prince Fushimi in returning thanks referred to the special friendship existing between the two nations.

## BRITISH CONSOLS.

LONDON, May 11.

Consols are 3/4 lower, owing to the Transvaal loan and an impending Cape loan of £2,000,000 @ 4%.

## THE SANITARY BOARD.

## Dumping of Dead Chinese.

At the usual fortnightly meeting of the Sanitary Board, to-morrow, the Hon. Mr. A. W. Brown (Registrar General) will move:

1. That in the opinion of this Board the large increase in recent years in the number of dead bodies placed in the streets is due to the sanitary measures adopted since 1894 against plague and small-pox.

2. That a reduction in the number of dead bodies placed in the streets can be effected only by obtaining the assistance of the Chinese.

3. That to obtain the effective co-operation of the Chinese a revision of the bye-laws relating to infectious disease is necessary, and that such a revision is called for on other grounds as well.

A further letter from the Government relative to the dead bodies found cast away in the streets will be read; and another minute by the Hon. Mr. Brown will also be read.

## RHEUMATISM MAKES LIFE MISERABLE.

A happy home is the most valuable possession that is within the reach of mankind, but you cannot enjoy its comforts if you are suffering from rheumatism. You throw aside business cares when you are thus afflicted, and you can be relieved from these rheumatic pains only by applying Chamberlain's Pain Balm. One application will give you relief and its continued use for a short time will bring about a permanent cure. For sale by all chemists and druggists.

## THE WRECK OF THE "SUZZ."

## Particulars from Amoy.

The steamer "Suzz," or "Nikolai" which went ashore on the north-east of Quanyou Island, inside Dodd Island, near Amoy, is stern down and there is every prospect of her becoming a total wreck. We understand a dense fog prevailed when the ship struck. She was heading for Amoy for coal.

When news reached Amoy that the ship was ashore Harbour Master Stevens proceeded to the spot and brought in the captain and crew. The second officer stood by the ship to keep off looters and is said to have had a lively time of it.

The Russian Consul from Foochow has arrived at Amoy to investigate the stranding of the steamer.

The salvage steamer "Protector" is proceeding to the wreck to see what can be done in the direction of salvage.

## THE JAPANESE MURDER.

The hearing of the charges of murder against the four Japanese and that of being accessories after the fact against seven others was continued this afternoon at the Magistrate's Court before Mr. F. A. Hazledine.

Mr. P. P. J. Wolhouse conducted the case for the police and Mr. P. W. Goldring appeared for the accused.

The evidence of a Japanese woman, who lived with the deceased, was taken. After stating that she saw the four accused of murder, some time after the affray, witness continued that she visited the Yamatoken boarding house, and there saw the mistress, who was looking very pale. Witness spoke to her concerning the deceased.

Mr. Wolhouse—And from what she told you did you gather where he was?

Mr. Hazledine—Oh—no! Not that she found he was dead, I suppose. I presume you object to that question, Mr. Goldring?

Mr. Goldring—Yes, certainly.

Witness stated that she saw one of the defendants, who told her that Anaki (the deceased) had been wounded and had been sent to the hospital. She asked could she go to the hospital to see Anaki, and was advised not to go.

The case is proceeding.

## SHANGHAI RACES.

## Some Aspects.

(From Our Correspondent.)

SHANGHAI, May 9.

The first three days of the Spring Race Meeting were days of over changing surprises.

It at first seemed that the favourite ponies and jockeys of former meetings were to be the complete failure of this. Perhaps it was the bad condition of the course on the Monday because on Sunday night the rain came down heavily and persistently and the winning was for the strong rather than the fleet.

Mr. Charlie Bennett's "Brookton" played him a sorry game, and the astonishment commenced in the Criterion Stakes when "Burie," with Mr. Moller up, won easily by five lengths, "Brookton" coming up second. He was quite unable to equal his style of last Meeting. Luck was dead out and Mr. Hayes, his jockey, carried horrible dejection on his face. The other great surprise was the renowned Chuck Burkill's failure to win races on the second day. He could not get a place, so he trailed in last and slunk past the Grand Stand instead of proudly riding before it as we are used to see him. His ill luck did not continue on the third day, and he won three consecutive firsts, receiving a simply splendid ovation.

All the same, his reception did not compare with that given to Mr. A. H. Watts, who, on "Morik," carried off the Championships. There has seldom been a race on our little course attended by so much excitement as this. Would "Brookton," who had saved his face the previous day by pulling off the Shanghai Stakes, return to his former style and win the race of the season, or would "Burie" forge ahead, or more likely still, would "Morik" carry off the laurels. The latter was what took place, and never was the name of a pony shouted out to welcome him home as we all shouted, "Morik!" The Watts always have been accorded a warm corner in the hearts of Shanghai people, and young Arthur Watts, who, save for bringing the "Morik" home first on Wednesday in the Szechwei Cup, had not done so well as T. E. Watts, has proved himself to possess all the grit of his brother Jim, of Borer fame. Perhaps it is not amiss here to congratulate him upon his engagement to Miss North Middleton, daughter of Osborne Middleton, formerly such a well known and well loved figure on the turf.

Socially, too, the Meeting was a great success and once more the brides of the season graced the lawn in wedding dresses. That is a thing I am not going to praise, because although a Race Meeting calls forth all that is best in dress, to dress well one must dress appropriately, and silks and satins are sadly out of place.

For the first time, I think I am safe in saying, two pickpockets were caught relieving trustful gentlemen of dollar notes. They were so sure of escaping from observation that they carried on their game with an amusing openness which proved their undoing and they will now answer for their misdeeds.

Once more, Sir Pelham Warren pulled off a sweep and it is almost needless to say that Mr. Gando was twice successful in this direction. He almost invariably does draw the lucky number, and personally, if I were he, I am taking a ticket in a sweep I keep my five dollars in my pocket.

## SPORTING.

## Yachting.

## THE ROYAL HONGKONG YACHT CLUB.

Our readers already know that the site and sea walls for the new premises of the Royal Hongkong Yacht Club have already been completed. At a Committee meeting held on Friday at the Council Chamber when the Hon. Mr. F. H. May, Commodore of the Club, was in the Chair and Major Broke, Messrs. Carpenter, Tooker, Warro and Percy Smith (Secretary) were present, a tender for the erection of the buildings was accepted. The buildings will be completed by 31st December next, it is hoped.

The buildings, which will be for the most part two stories high, comprise on the lower floor large Boat-House, Gymnasium, Lavatory and Drying Room, and on the second floor spacious Verandahs, Committee Room, Ladies' Room, General Reading Room and Bar, Dressing Room, and Lavatory.

There will be also a large Tennis Court.

The slip for yachts will accommodate ten racing yachts at one time. Altogether it is believed that the Club premises will be very fine and replete with all the usual club-house equipment.

## Lawn Tennis.

## THE HONGKONG CLUB CHAMPIONSHIP.

The lawn tennis match for the Championship of the Hongkong Club between Mr. H. Hancock and Mr. T. B. Norrie (holder) was played on Saturday afternoon on the Club's ground, in the presence of rather a large attendance, though it is probable that many more would have turned out to witness the game had anything like notice been given that the event was to be played.

Both players are well known to lawn tennis enthusiasts, for both are past champions of the Club; Mr. Hancock won the title in 1904, and Mr. Norrie captured it last year on his first appearance here.

The challenger had the serve and opened well, but the first game ran to deuce three times before the server won. Getting the next two games in quick succession—Mr. Norrie only scoring six points altogether—put Mr. Hancock's supporters on good terms with themselves. Both players were a trifle weak in their length—the defender in particular—but as he warmed up to his game he began to force the challenger back to the end of the Court and once there he kept the challenger busy with his hard cross-court drives. Mr. Hancock was certainly playing up to his best form—none could deny that—but during the earlier portions of the game Mr. Norrie sent a large number of balls into the net, much to the surprise of his "barbarians."

However, the 4th, 6th, 6th, 7th and 8th games were won by the defender, mainly through his excellent placing. On two or three occasions he had Mr. Hancock running for all he was worth, and though the latter returned wonderfully at times, Mr. Norrie seemed to have a reserve of power which he was husbanding for the finish. He realised, perchance, how determined was his opponent and he wanted a little to spare later on.

The first set went to the defender—six games to four, Mr. Hancock having won the 9th game.

The second set saw Mr. Hancock adopting some of Mr. Norrie's tactics, for after getting on to his length and driving Mr. Norrie back the challenger closed up to the net, but he did not reap much advantage for the defender drove past him with skill, reminding one of Mr. Gibson's strong point. In this set there were three double faults, each by the challenger, but despite this Mr. Hancock's service was much the better of the two, for several times he sent cross curving balls that troubled Mr. Norrie a good deal, whereas Mr. Norrie's service was not at all difficult. The eighth game—the score being four-three in favour of Mr. Hancock—was a fine battle, deuce being called seven times before Mr. Hancock won. The final game of the set was taken by the challenger; who finished up with a really splendid cross-court drive from the back line. The set finished 6-4 in favour of the challenger.

On the scores there appeared to be little in the game and when Mr. Hancock walked away with the third set (6-3) a large number of the spectators thought it was all over "bar shouting." Mr. Norrie, it was thought, would not be able to stand the heavy task involved by playing five sets against a player of Mr. Hancock's stamp, but that was where most people made the mistake, for not only did Mr. Norrie last out alright, but finished comparatively fresh. After the defender took the first game, Mr. Hancock walked away with four, mainly due to his service and his splendid recoveries. Half a dozen times Mr. Norrie seemed to have the point safe and just as often Mr. Hancock retrieved himself. Naturally applause greeted these tit-bits of play. First tossing, the ball landing on the back line, was shown by both men, Mr. Norrie being a trifle the better in this respect. A couple of weak shots were shown by Mr. Norrie towards the end of this set, his rallying in particular not being of much service to him.

At the commencement of the fourth set the spectators settled down for the good play they expected to be shown. Mr. Hancock had only to win this set to gain the match and therefore it was much the same as though it were the final game. Five times the first game went to deuce before Mr. Norrie won, and then he simply walked away in the next three games, Mr. Hancock scoring only five points.

Excellent tossing, smart cross-court shots and superb drives were shown by both players, Mr. Norrie's play, which at this stage was the best yet shown. A couple of fine serves by Mr. Hancock put him well on

the way of winning the fifth game and he also took the sixth. A game each and the score was called—five-three, Mr. Norrie leading. Mr. Norrie won the next game and the set 6-3.

For the final set the two players took up their places and after Mr. Hancock had won the first, three games in succession went to the defender, who was playing a skillful game, though his opponent was also making a fine showing. The fifth game was won by the challenger after deuce had been called, a hard drive from the back line by Mr. Norrie finding the net.

The sixth and seventh games were won by Mr. Norrie, in the latter of which Mr. Hancock played a trifle weakly, putting one ball into the net, another well out of the court and a third a foot or so outside the side lines. The defender who required one game for set and match, quickly ran to forty, his opponent not having gained a point. One point only did Mr. Norrie require but the next three went to the challenger and deuce was called. Then in trying to half-volley Mr. Hancock found the net and the next he drove out of the court, Mr. Norrie winning by six games to two.

Altogether forty-six games were played, of which Mr. Norrie won twenty-five and his opponent twenty-one. The champion scored 146 points to the challenger's 136. There was not much in it, but on the whole it must be conceded that Mr. Norrie knows more about the game than Mr. Hancock.

COVERED-COURT CHAMPIONSHIPS.

In the covered-court championships of the Queen's Club played in April, A. F. Wilding won the singles, defeating Crida, Wilding and Major J. G. Ritchie secured the doubles and Wilding and Miss Eastlake Smith the mixed doubles. H. L. Doherty did not compete.

Billiards.

STEVENSON IN AUSTRALIA.

H. W. Stevenson, the well-known cueist, is now in Australia, showing the Colonials how to play. Stevenson's best performance was his break of 802—no "anchor" or "cradle" cannons. He is at present perhaps the greatest player of English billiards, and is attractive with it. It has long been a moot question whether he or Dawson is the better man. The latter up to recently more than held his own with Stevenson, but recent files to hand furnish particulars of a match in which Stevenson played all over Dawson. As the matches he will play in Australia will be simply exhibition games, spectators will not be bored with the anchor, cradle, or lovejoy shot, as the angle cannon is variously called.

CONFIDENCE MEN.

The Old, Old Story.

A young Chinaman told an old story at the Magistrate's court yesterday.

He was walking along a street, carrying a bundle of clothes and an umbrella, when he was accosted by two Chinese, who asked him to pawn two gold-rings for them.

Nothing loth, he took the rings and left his bundle and umbrella with them.

When he reached the pawnshop he found the rings were brass and he hastened back to secure his belongings. The birds had flown, however, and the land went to the police station and reported the affair.

A Chinese detective was put to work and he succeeded in running the two men to their lair, where he found the bundle of clothes. Seizing the room he also found seven counterfeit Hongkong coins and 52 counterfeit Chinese coins.

Mr. F. A. Hazledine sentenced both men to six weeks' gaol, with six hours in the stocks, for larceny by means of a trick, and one of them, who was in possession of the coins, was fined \$150, in default six weeks' imprisonment, in respect to the Chinese money and three weeks' imprisonment in respect to the Hongkong money.

THE PROMENADE CONCERT.

To say Saturday night's Promenade Concert was a great success would almost be superfluous. For given a fine cool night the use of the Volunteer Parade Ground, a few strings of Japanese lanterns, some of the best local talent and Mr. Grimbale and others behind the scenes to arrange all details in the customary excellent way these open air concerts are conducted, the result is bound to be more than a mere success. That Saturday night's performance was so well testified to by the large and appreciative audience, including His Excellency, The Hon. Mr. F. H. May, C.M.G., the Officer Administering the Government—that attended it. It would be difficult to pick out the "creme de la creme" of the performers, Mrs. Newborn was in excellent voice and rendered "A Woodland Madrigal" (R. Barton) and "An Interlude" (London Romala) in fine style, being enthusiastically cheered both times. Mrs. R. Hancock made her debut in Hongkong musical circles with Lambert's contralto solo "Come close, Beloved," and was warmly received. Mrs. R. Hancock will be a great acquisition to the musical community of Hongkong. Miss Blair's recitation "The Faithful Lover" (F. C. Burnand) was given in her usual good style and was much appreciated. Of the gentlemen, Messrs. Goldring and Lammeret in their respective tenor solos, Mr. J. O. Carr and Mr. G. Worcester also gave songs that were warmly applauded. Mention should be made of the Alexandros quartette who opened the first part of the programme with "When you hear the Banjo" and the second with "Far, Far Away" (both pieces by Alfred Scott Gatty) and also sang "God save the King" at the close of the concert—all of which were most harmoniously delivered.

SPRAINS QUICKLY CURED.

BATE'S PAIN EXTRACTOR.

For sale by all chemists and druggists.

## THE TROUBLE IN INDIA.

## Opinions of an Indian.

The disturbances that are at present taking place in Lahore have caused general attention to be focussed upon India, and speculation is rife as to the probable outcome of the feeling that is now manifesting itself in violence. In order to obtain some first-hand knowledge regarding the precise manner in which the Indian himself regards the situation in the vast empire, we commissioned an Indian named Gura Datta Kumar, who has just arrived from Calcutta, to give his impressions, and in order not to put our own construction on his thoughts as expressed in English, we here give what he writes as he has submitted it:

"India is a land of Religious and Agricultural people. Their religion has been changing throughout, but the occupation remained still. Land is fertile, but it has become too weak to produce now sufficient to maintain. So the Indian became poor. On the surface of the earth there is no other country whose monthly income is Rs 2 per mensem per head.

Indians are generally fearful and contented people. Their religion has taught them so. If we trace the history of Indians before the Mohammedan period, we find that the Indians were ruled by their own different leaders and there was no absolute monarchy or constitutional one. At the same time no such fighting—struggle for conquering other countries—was going on, as is the case nowadays. Each community in India was happy and busy in their own religious pursuits. Religion was their chief aim. Under some circumstances Mohammedans began to come into India and got hold of the land and became the rulers of the country. This change had its own effect throughout. During the reign of Akbar the Great the whole Indian nation, including Hindu and Mohammedan, were happy—both the sections were considered equal. Higher posts in Civil and Military were both in the hands of Hindu and Mohammedan equally. Another change came, and Aurangzeb, the prejudiced and big-minded Mohammedan Ruler did not care for the feelings of the Hindus and was a bad tool in the hands of Mohammedan Mullahs and officials. He did what was told by them either to kill or convert Hindus into Mohammedanism, and such treatment of him changed the feelings of the whole Hindu Community.

There came out two warrior sections of Hindus—namely Sikhs in Punjab and the Marhatta in Bombay and Poona side. There was great bloodshed going on at that time. European nations had also some connection in India as regards trade, &c. Great struggle was going on among them as well. Each nation was ambitious to get hold of India and after a great deal of trouble the English came out successful.

They took their possession in a portion of Bengal and began to watch the movements. The East India Co. was formed to manage the Indian affairs. Things were not settled yet and there arose a miscomprehension between Hindu and English which ended in the Mutiny of 1857. Oh! It was a terrible blood-shed, worse than a battle, but the Sikhs of the Punjab, who were in the hands of the English were great help to them and every thing was settled soon. Our late beloved Queen Victoria became conscious of her Indian subjects and she took the management in her own hands. Her Proclamation of Empire of India was glad tidings to all different sections of the Indian Nation. That was a right step in the right direction. Now peace was going on throughout, and both the Indian and the English, the ruled and the rulers, began to do their duty towards each other, and their mutual help was the cause of their own betterment.

About fifty years have passed and during this period what improvements have been made. All have some effects on the mind of India's younger generation. There were no railways, telegraphs, post offices, cablegrams, ships, &c. People were only religious, and their religion had nothing to do with their political matters. If you do not interfere into their religion they would not raise any voice in the political movements. It was only their feelings 60 years back.

Now all the things are changed. They do not care for religious triflings. Western Education has opened their eyes. They have read the history of other nations. They have studied how America became free of English. Now they understand the better duties of public and at the same time they know what Government ought to do towards the subject over which it rules. These are the real feelings of Indian nowadays. They are actually hungry and they want food to maintain themselves. They know that they are hard working people and they do work for 12 hours successively to earn their livelihood, but still they cannot earn as much to satisfy their hunger—what about luxuries?

They see in different departments under Government they work faithfully and even better, but they cannot get even as much to live upon. As I have already said cultivation is a failure, though the farmers work for 12 hours a day and labour hard, yet it does not rain in time and consequently there is not sufficient production; and if it rains, it rains so heavily that it takes away all that was sown. In spite of all this if there is anything left behind, it is not even sufficient to pay Government revenue, and what about their own livelihood? So the farmers are disappointed. They leave their homes and come to serve in military and police—but the pay of the soldier is merely Rs 9/ per mensem

## \$5000 REWARD.

THE above REWARD will be paid to any Person or Persons giving such information as will lead to the discovery—dead or alive—of HUGH MILLER, of Sydney, Australia, who disappeared from Hongkong on 16th November, 1906.

Description: 5 ft. 11 ins. High; Slight build; Fair hair and moustache; slight paralysis one side of the face. When last seen, on 15th November, 1906, stated he was going to Canton that evening.

Address any information to "CHINA MAIL" OFFICE, 823 Hongkong, May 6, 1907.

and one cannot afford to support his family with it. If we take the educational line. Now the education in India is merely to get some clerks in different offices. Though they work hard, generally 8 to 9 hours a day without an interval, the treatment they receive at the hands of their superior is worse and so there is discontentment among this class as well. Their salary is also very low.

The higher and better class Indians are actual leaders of the nation. They are no doubt grateful to their rulers for the benefits they have received from their hands. Among them there are two parties—one is in the favour of Government and they request the Government that such is the state of the people and if Government does not extend their helping hand the consequences would be worse for both. People would suffer more and they would lose their confidence in Government as they generally depend on it. Another party has openly declared Swaraj and they say they have suffered much, they want no more suffering. They prefer death than hunger. They want to die the death of a hero.

There is no doubt India is passing through the critical position. The cause of all this is nothing but Hunger and bad treatment of certain European officials towards Educated Indians. Many accidents such as Partition of Bengal, Disturbance at Darid and Comilla, and the trial of the Punjab are increasing the ill-feelings between the rulers and the subject, and if such like cases occur frequently, there is no doubt the consequences would be worse and worse.

Indians are loyal subjects throughout, but when they are in trouble, their life is even in danger, they do not take the law into their own hands, but go to Courts of Justice, and when they see that there is none to hear them, they are obliged to save their life from danger. This very fact can be very easily proved, any eye-witness in the ships which are daily coming from Calcutta to Hongkong. Among the deck passenger there are nearly 40 or 50 Indian labourers and some 400 or 500 Chinese workmen and there is always fighting among them, on account of insufficient space on deck. The ship Captain is reported to but he is helpless, and the result is that some Indians and Chinese are put to trouble. This happens nearly in each and every ship which comes from Singapore to Hongkong.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—

E. Fenwick and Co. ... .. \$10  
A Patient ... .. 10

Rapid Naval Construction.

The work of constructing the armoured cruiser "Iouki" (more than 10,000 tons) will be commenced at Kure from the first decade of May, and is to be finished within six months, reports a Tokyo contemporary. The launching ceremony will be held by the end of October.

A Millionaire in Trouble.

A correspondent writes to a Tokyo vernacular paper that Mr. Hinanuma, the well-known millionaire of Yokohama, is in great trouble. It was discovered that he had committed suicide at Yokohama some time ago, had issued bills to the amount of 7,500,000 yen in his name while alive. If this is true, it clears up the mystery concerning the cause of Mr. Yanjio's tragic end. One more instance, that riches are a cause of misery has been furnished moralists of contemporary.

COLDS AND PNEUMONIA.

THERE can be no excuse for a man if he allows a cold to develop into pneumonia. Chamberlain's Cough Remedy counteracts any tendency towards this disease and many doctor's bills have been saved by its timely use. For sale by all chemists and druggists.

CHAMBERLAIN'S Cough Remedy.

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## Shipping.

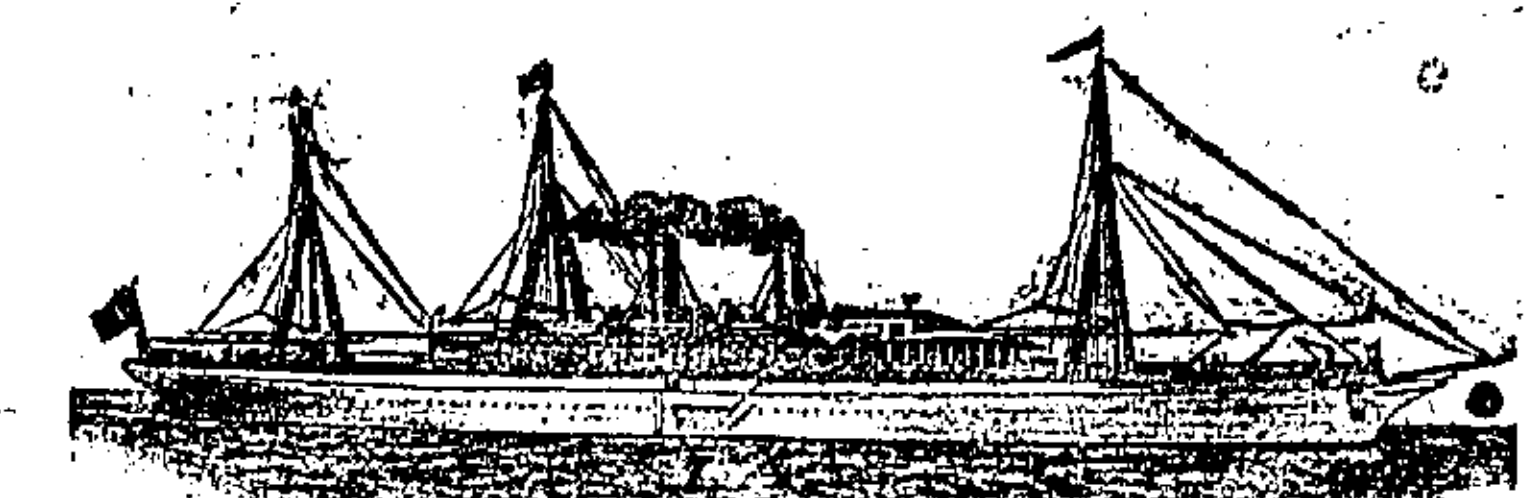
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

| FOR   | STEAMERS | TO SAIL ON | REMARKS                   |
|---|----------|------------|---------------------------|
| SHANGHAI                                    | OCEANA   | About 16th | Freight and Pass.         |
| LONDON, VIA USUAL PORTS                     | DELHI    | Noon, 18th | See Special Advertisement |
| LONDON & ANTWERP                            | FORMOSA  | About 22nd | Freight and Pass.         |
| SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA | SOCOTRA  | About 25th | Freight and Pass.         |

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**LUXURY-SPEED-PUNCTUALITY.**  
The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

**PROPOSED SAILINGS.** (Subject to Alteration).  
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.

| STEAMSHIP           | TONS | DAY       | MONTH    |
|---------------------|------|-----------|----------|
| EMPIRE OF JAPAN     | 6100 | WEDNESDAY | May 22   |
| EMPIRE OF CHINA     | 6100 | THURSDAY  | June 4   |
| EMPIRE OF INDIA     | 6100 | FRIDAY    | June 13  |
| EMPIRE OF AUSTRALIA | 6100 | SATURDAY  | June 22  |
| EMPIRE OF AFRICA    | 6100 | SUNDAY    | July 1   |
| EMPIRE OF AMERICA   | 6100 | MONDAY    | July 10  |
| EMPIRE OF EUROPE    | 6100 | TUESDAY   | July 19  |
| EMPIRE OF ASIA      | 6100 | WEDNESDAY | July 28  |
| EMPIRE OF OCEANIA   | 6100 | THURSDAY  | Aug. 6   |
| EMPIRE OF AUSTRALIA | 6100 | FRIDAY    | Aug. 15  |
| EMPIRE OF AFRICA    | 6100 | SATURDAY  | Aug. 24  |
| EMPIRE OF AMERICA   | 6100 | SUNDAY    | Sept. 2  |
| EMPIRE OF EUROPE    | 6100 | MONDAY    | Sept. 11 |
| EMPIRE OF ASIA      | 6100 | TUESDAY   | Sept. 20 |
| EMPIRE OF OCEANIA   | 6100 | WEDNESDAY | Sept. 29 |

EMPIRE'S Steamers will depart from Hongkong at 4 P.M. Intermediate Steamers at 12 Noon.

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPIRE' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS  | STEAMERS                                   | SAILING DATES                     |
|---|--|-----------------------------------|
| MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID. | TAMBA MARU, Capt. C. H. Butler, Tons 6134  | WEDNESDAY, 15th May, at Daylight. |
| VICTORIA, B.C., AND SEA TITLES, Via SHANGHAI, MOJI, KOBE & YOKOHAMA.          | INABA MARU, Tons 6120                      | WEDNESDAY, 29th May, at Daylight. |
| SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.   | TOSA MARU, Capt. K. Kato, Tons 5823        | TUESDAY, 14th May, at 4 p.m.      |
| NAGASAKI, KOBE AND YOKOHAMA.  | SHINANO MARU, Capt. K. Kawara, Tons 6388   | TUESDAY, 14th May, at Daylight.   |
| KOBE AND YOKOHAMA.  | NIKKO MARU, Capt. E. W. Haswell, Tons 5539 | FRIDAY, 17th May, at Noon.        |
| BOMBAY, Via SINGAPORE AND COLOMBO.  | KUMANO MARU, Capt. N. Mathieson, Tons 5678 | FRIDAY, 14th June, at Noon.       |
| KOBE AND YOKOHAMA.  | KANAGAWA MARU, Capt. N. Ohno, Tons 6169    | WEDNESDAY, 15th May, at Noon.     |
| BOMBAY, Via SINGAPORE AND COLOMBO.  | KAGOSHIMA MARU, Capt. K. Kori, Tons 4405   | SATURDAY, 18th May, a.m.          |

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship  
**MINNESOTA**—  
28,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG  
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain O. F. AUBURN.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of country passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

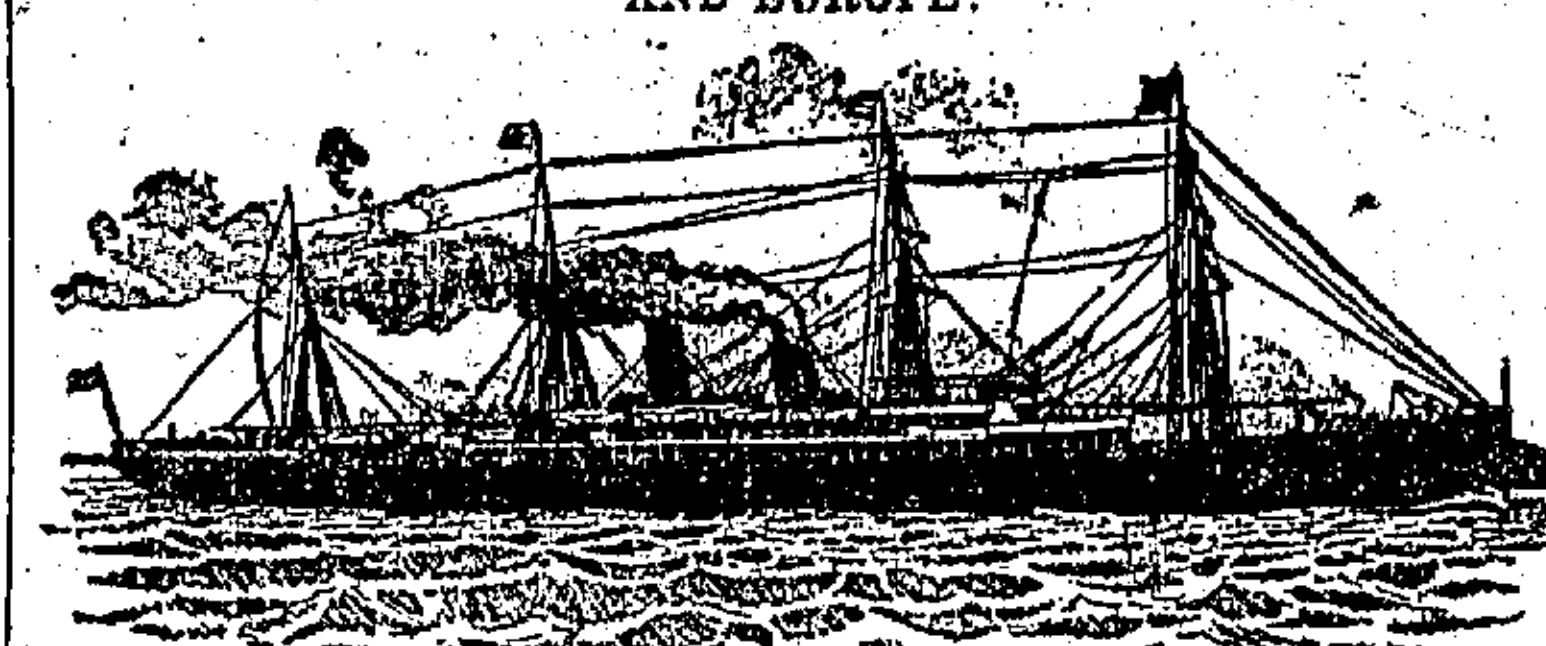
For full information regarding freight or passage apply to  
**NIPPON YUSEN KAISHA Agents.**

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.  
TAKING-PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS      | TONS              | SAILING DATES, 1907.          |
|---------------|-------------------|-------------------------------|
| HONGKONG MARU | 11,000 Gross Tons | SATURDAY, 18th May, at Noon.  |
| KOREA         | 18,000            | SATURDAY, 1st June, at Noon.  |
| AMERICA MARU  | 11,000            | TUESDAY, 11th June, at Noon.  |
| SIBERIA       | 11,000            | TUESDAY, 18th June, at Noon.  |
| CHINA         | 10,200            | TUESDAY, 25th June, at Noon.  |
| MONGOLIA      | 11,000            | TUESDAY, 2nd July, at Noon.   |
| NIPPON MARU   | 11,000            | TUESDAY, 9th July, at Noon.   |
| DORIC         | 9,000             | SATURDAY, 20th July, at Noon. |
| CORIC         | 9,500             | SATURDAY, 27th July, at Noon. |
| HONGKONG MARU | 11,000            | TUESDAY, 6th Aug., at Noon.   |

Twin Screws.

**RECORD FAST TRIPS.**  
Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 15-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-Sat. 1905, 13 days, 13 hours.  
Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 18th May, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS | CAPTAIN     | TO SAIL ON                |
|-----------|------|-------------|---------------------------|
| ARANTA    | 4483 | MEYERHOF    | Sunday, May 19, Daylight. |
| ALESIA    | 4483 | G. MEYERHOF | Wednesday, June 13.       |
| NIOMEDIA  | 4370 | G. MEYERHOF | Saturday, June 22.        |
| ARAGONTA  | 5189 | FELDMANN    | Monday, July 15.          |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

| FOR                 | STEAMER  | TO SAIL            |
|---------------------|----------|--------------------|
| HOIHOW & HAIPHONG   | SINGAN   | May 14, at 10 a.m. |
| MANILA              | TEAN     | May 14, at 4 p.m.  |
| TSINGTAO & NEWCHANG | NANCANG  | May 15, at 4 p.m.  |
| SWATOW AND SHANGHAI | HOIHOW   | May 16, at 4 p.m.  |
| TIENHSIN            | KUICHOW  | May 17, at 4 p.m.  |
| SWATOW AND SHANGHAI | YOHOW    | May 18, at 4 p.m.  |
| CEBU & ILOILO       | TIENHSIN | May 23, at 4 p.m.  |
| SHANGHAI            | KUICHOW  | May 25, at 4 p.m.  |
| KOBE                | TIENHSIN | May 26, at 4 p.m.  |
| SHANGHAI            | SHANGHAI | May 30, at 4 p.m.  |

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports, & taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australia Ports.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, AGENTS.**

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captains     | For           | Sailing Dates              |
|-----------|------|--------------|---------------|----------------------------|
| RUBI      | 3540 | R. W. Almond | Manila direct | Saturday, May 19, at Noon. |
| ZAFIRO    | 2540 | A. Frazer    | Manila direct | Saturday, May 25, at Noon. |

For Freight or Passage, apply to  
**Shewan, Tomes & Co., General Agents.**

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.  
(With Liberty to call at the MALABAR COAST.)

For Freight and further information, apply to  
**SHEWAN, TOMES & CO., General Agents.**

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR                            | STEAMERS | TO SAIL                      |
|--------------------------------|----------|------------------------------|
| SHANGHAI, Via NINGPO, CHOYSANG | ...      | TUESDAY, May 14, at 4 p.m.   |
| TIENHSIN                       | ...      | WEDNESDAY, May 15, at 4 p.m. |
| MANILA                         | ...      | FRIDAY, May 17, at 4 p.m.    |

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Newchwang, and Yangtze Ports.  
\* Taking Cargo on through Bills of Lading to Kuda, Lahad, Date, Stimpornis, Tawao, Uman, Jesselton and Labuan.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO., General Managers.**

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

| FOR  | STEAMERS                           | TO SAIL                       |
|--|------------------------------------|-------------------------------|
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG | BAYERN, Capt. Miltzoff             | WEDNESDAY, 22nd May, at Noon. |
| SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA                      | SOHARNHORST, Capt. L. Maass        | WEDNESDAY, 22nd May, at Noon. |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE          | PRINZ WALDEMAR, Capt. W. von Soden | THURSDAY, 23rd May, at Noon.  |
| YOKOHAMA AND KOBE  | PRINZ SIGISMUND, Capt. Lenz        | FRIDAY, 31st May, at Noon.    |
| RUDAT AND SANDAKAN   | BORNEO, Capt. F. Semtill           | SATURDAY, 1st June, at 9 a.m. |

For further Particulars, apply to  
**Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.**  
Hongkong, April 29, 1907.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain S. H. BROWN, will be despatched for the above Ports on TUESDAY, the 14th inst., at Noon instead of as previously advertised.  
For Freight and Passage, apply to  
**D. SASSOON & Co., Ltd., Agents.**  
Hongkong, May 9, 1907.

## MESSAGERIES MARITIMES

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship SALAZIE.

Captain AILLAUD, will be despatched for MARSEILLES on TUESDAY, the 14th May, 1907, at 1 p.m.  
Passage Tickets and through Bills of Lading issued for above ports, and for Europe, with prompt transshipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:—  
S.S. TOURANE ..... July 23, 1907.  
S.S. OCEANIC ..... July 11, 1907.  
S.S. OCEANIC ..... June 25, 1907.  
S.S. AUSTRALIAN ..... July 9, 1907.  
S.S. ERNEST SIMON ..... July 23, 1907.  
G. DE CHAMPEAUX, Agent.  
Hongkong, May 2, 1907.

## SOUTH AFRICAN LINE.

## FOR DURBAN.

THE Steamship HELIOPOLIS, Captain KIRBY, will be despatched as above on or about WEDNESDAY, the 15th May.  
For Freight, apply to  
**GIBB LIVINGSTON & CO., Agents.**  
Hongkong, April 25, 1907.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.  
With Liberty to Call at MALABAR COAST. PROJECTED SAILINGS FROM HONGKONG.  
FOR NEW YORK.  
STEAMERS TO SAIL 1907.  
ERROLL ..... 16th May.  
SHIMOSA ..... 6th June.  
BRAEMA ..... 28th June.  
For Freight and further information, apply to  
**DODWELL & CO., LTD., Agents.**  
THE AMERICAN AND ORIENTAL LINE.  
FOR NEW YORK.  
(With liberty to call at the MALABAR COAST.)  
THE Steamship NORMAN PRINCE, Captain BANARAT, will be despatched for the above ports on or about WEDNESDAY, the 15th June.  
For Freight or Passage, apply to  
**ARNOLD, KARBURG & CO., Agents.**  
Hongkong, April 25, 1907.

## FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain J. D. ANDREWS, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 18th May, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship India, 3,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Peninsular, due in London on the 30th June, 1907.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further Particulars, apply to  
**E. A. HEWETT, Superintendent.**  
Hongkong, May 4, 1907.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO AND IQUIQUE, via JAPAN PORTS (KARATE, KOBE & YOKOHAMA).  
WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

| Steamers    | Tons | To Sail           |
|-------------|------|-------------------|
| KASATO MARU | 6100 | May 22, at Noon.  |
| GLENFARG    | 4000 | Midnight of July. |

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.  
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.  
**K. MATSUDA, Manager, Yok Building.**  
Hongkong, April 15, 1907.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship EASTERN, Captain MOARTEUR, will be despatched as above on SATURDAY, the 1st June, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Machinery which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is fitted throughout with Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB LIVINGSTON & CO., Agents.**  
Hongkong, May 6, 1907.

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOOSHOW.

THE Company's Steamship HAIHUNG, Captain A. E. HODGINS, will be despatched for the above Ports on TUESDAY, the 14th inst., at 11 a.m.  
For Freight or Passage, apply to  
**DOUGLAS, LAFRAIK & Co., General Managers.**  
Hongkong, May 10, 1907.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship HAIHUNG, Captain A. J. ROBERTS, will be despatched for the above Ports on TUESDAY, the 14th inst., at Noon.  
For Freight or Passage, apply to  
**DOUGLAS, LAFRAIK & Co., General Managers.**  
Hongkong, May 11, 1907.

## AUSTRIAN NAVIGATION COMPANY.

## STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

## THE Company's Steamship TRIESTE.

Captain MISTROVICH, will be despatched as above on or about TUESDAY, the 21st May.  
This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.  
For information as to Passage & Freight, apply to  
**SANDER, WIELER, & Co., Agents, Princes' Buildings.**  
Hongkong, May 1, 1907.

## CHINA COMMERCIAL S.S. CO., LD.

## NOTICE.

THE Steamship DAPHNE, Captain E. SCHAEFER, will be despatched for SALINA CRUZ, MEXICO, via KUCHINOTZU, JAPAN, on TUESDAY, the 28th May, at 4 p.m.  
For Freight or Passage, apply to  
**CHINA COMMERCIAL S.S. Co., Ltd., Agents, Hotel Mansion.**  
Hongkong, May 11, 1907.

## SHIRE LINE OF STEAMERS, LIMITED.

## FOR LONDON AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about MONDAY, the 3rd June.  
For Freight and further particulars, apply to  
**SHEWAN, TOMES & CO., Agents.**  
Hongkong, May 11, 1907.

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